



messing about in BOATS

Twice a Month!

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messing about in BOATS

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Our Next Issue...

Will include adventures pad-
dling sea kayaks out to Monhegan
Island off the Maine coast and row-
ing an Appledore Pod down the
Connecticut River; an end of sea-
son race in November for radio
controlled model yachts; a report
on a traditional small craft meet
hosted by the Connecticut River
Oar & Paddle Club; the story of
one man building one of Platt Mon-
fort's geodesic Snowshoe canoes
with his 9 year old son; closeup
looks at a highly customized Bolger
Surf and an 8' sailing pram also by
Bolger; something about the Dinghy
Cruising Club and its purposes;
maybe a start on a longish list of
good winter reading; and more "Ad-
ventures Down the Bay".

On the Cover...

War canoe racing made a come-
back on November 3rd at the Con-
cord Icebreaker Race on the Sud-
bury River in Concord, MA, with
five of the big canoes turning out.
The Connecticut Canoe Racing As-
sociation boat on the cover sym-
bolizes the good time these team ef-
forts enjoyed.

Commentary

BOB HICKS



*Are we having
a good time?*

The Concord Icebreaker Race
was brought back this November af-
ter a one year hiatus by Mike
Stratton and his friends from the
Carroll School in Lincoln, MA.
This is one of those enjoyable sort
of races that caters to a variety of
human powered craft and all levels
of skill. This tends to make it fun
for all, the serious sorts get their
back into it going for the wins,
the "let's have a good time" pad-
dlers and rowers get out on the
river amongst others of like mind
for a more laid back sort of compe-
tition.

Five war canoes turned out,
and they seemed to be having more
fun than anyone. Something about 6
or 8 or 10 people all in one boat
paddling away in a big group effort
seems to stimulate high spirits. E-
ven the sort of serious Connecticut
Canoe Racing Association crew pic-
tured was obviously having great
fun. It was nice to see the two
canoes crewed entirely by women
and a third with both men and wo-
men paddlers. Women just do not
get involved in nearly the numbers
that men do in small craft activi-
ties. To put together a couple of
canoe teams entirely of women is
quite an accomplishment.

Putting together a team, that
is the key. Some sort of "organiza-
tion" has to exist that attracts
members, from whom a team can be
drawn. The Hull Lifesaving Museum
has successfully done this, attract-
ing Hull High School students into
its boat racing program to row
their two pulling boats. These
youths, boys and girls, have a
grand time competing with great
exuberance with their mentor, Ed
McCabe hollering away at the helm
of one or the other of the boats,
recovering something of his own
bygone youth with his involvement.

The war canoes have suffered
a substantial decline in activity
over the past few years. This Ice-
breaker Race was for ten years or-
ganized by the Concord War Canoe
Club, but participation has steadily
declined from a dozen or so boats..

As Mel Ross, owner of one war
canoe, comments in our report, it's
been hard to get ten paddlers to-
gether in any kind of regular man-
ner to go racing. This event was
the first time Mel has had his boat
out in two years.

It must be the apparently in-
creasing time pressures on those
who wish to play. Reports on de-
clining participation in other or-
ganized events, even for solo
craft, keep turning up in various
club newsletters I get to read. If
individuals have trouble getting a-
way to do some paddling, rowing or
sailing, then collecting 8 or 10 for
a team effort is a monumental task.

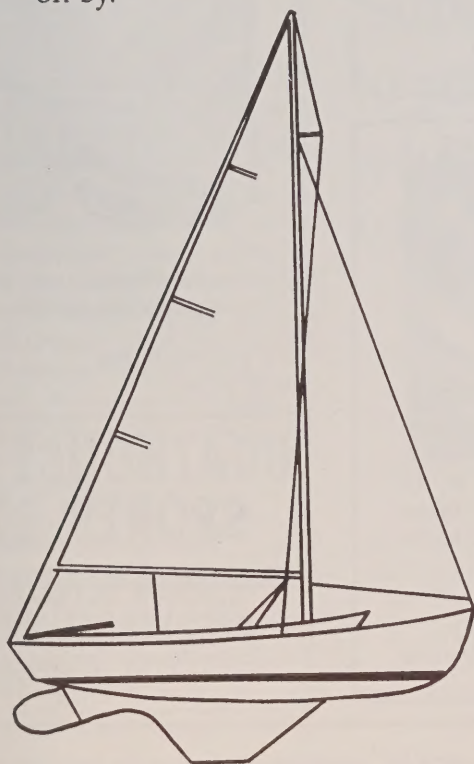
I get the feeling that the
basic "good time" in these team ef-
forts is best enjoyed in small
boats. Reading of the big league
yacht racing with megabucks boats
and big crews of stalwarts, I sense
the seriousness of lots of money
and prestige on the line in each
race, hence lots of grim lipped
participants and somber losers. The
small boat crews also have happy
winners but the also-rans seem to
be laughing it up anyway, they
went out and raced and it as fun
and so what if they didn't win?

Team sports and teamwork are
an integral part of American life,
and the human need for being on
the "team" even extends to the sed-
entary TV sports fan who identifies
with "his" team and vicariously
shares in its victories and defeats.
Many more active sports types par-
ticipate in local town league sports
to achieve that feeling of belong-
ing. When you bring this team ef-
fort thing into the confines of a
boat, especially a small boat, you
really sense the importance of each
member to the whole, they're all
doing their part at once, together,
not each in turn, or in smaller
combinations such as in the stick
and ball sports. I think this has a
lot to do with the high spirits, it's
the closeness of the camaraderie as
they all go at what they want to do
together. It's a rewarding way to
mess about in boats.

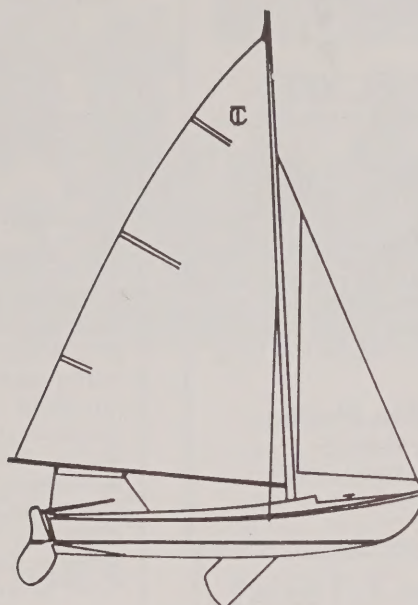
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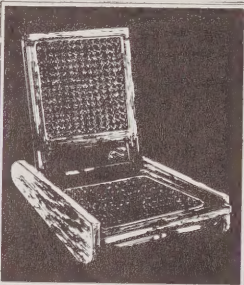
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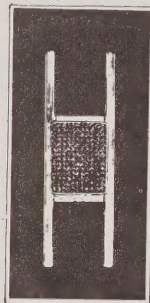
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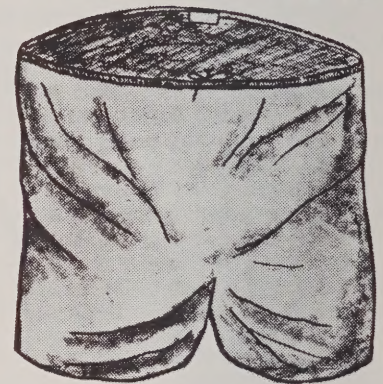
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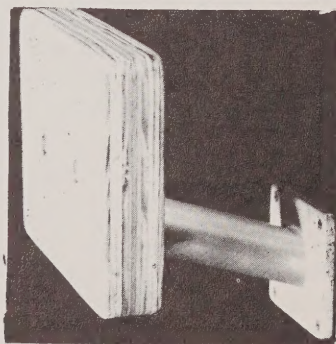


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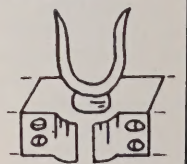
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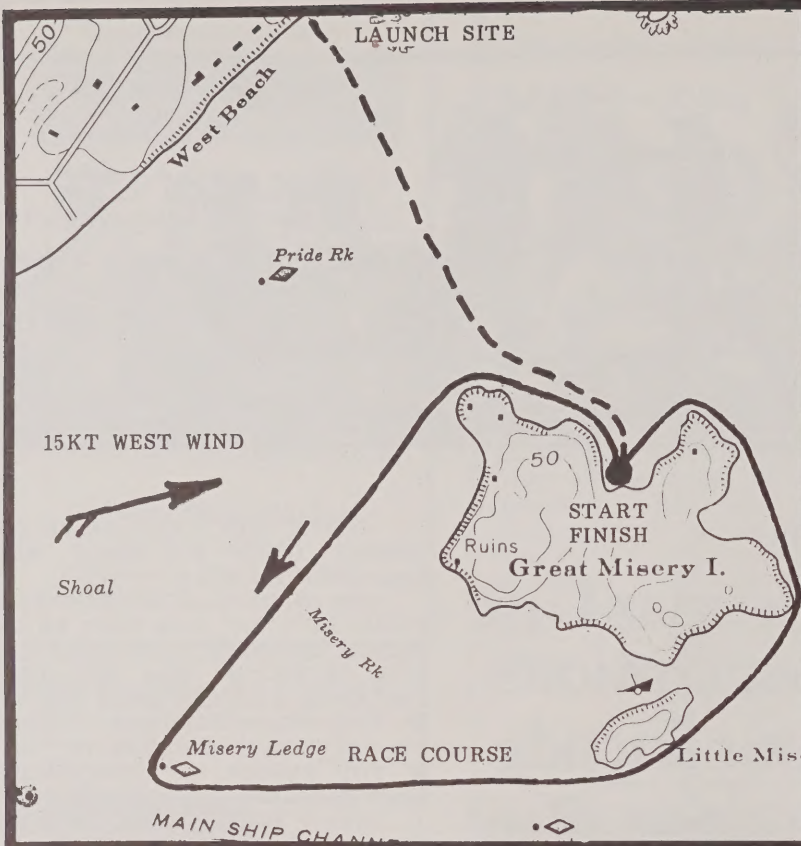
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Henry Tries Again

Report & Photos by Bob Hicks



Henry Szostek is a big guy, but not THIS big. The oar is one of his handcrafted awards.

Henry Szostek doesn't give up easily. Last spring his first attempt to run a rowing/paddling race around Misery Island in Salem Sound on the Massachusetts north shore was up against a day-long rain and increasing winds and waves. Only a dozen boats took part. So, Henry decided to try a-

gain this fall, and the event was scheduled for October 5th. At 9 a.m. Henry called to say, "I went out looking for Misery Island and couldn't find it." The fog was thick indeed, and all day it rained too, so the rain date, Sunday, was chosen.

A nice, but windy day, strong 20 knot westerly blowing out of Beverly Harbor setting up a short one foot chop that proved to be formidable to row and paddle into. Well, this time only a half-dozen boats made it, five of them taking part in a revised race midday. Due to the strong wind, the course was shortened a bit, with a leg out to Bowditch Ledge shortened up to a nearer buoy and another leg out to a bell buoy dropped altogether. It still left a longish triangular course that circumnavigated the island as a base with the peak out at the buoy towards Bowditch.

Dan O'Reilly and his new rowing partner, Steve Emery forged ahead of Henry and the two sea kayaks paddled by Bob Porter and Dave Norton, the two man wherry at its best in the chop, although a wet go. Well back, WELL BACK, Joel Thomas rowed and rowed and rowed and rowed his 9 foot plastic dinghy, safe enough but oh so slow. Organizer Szostek kept the two man wherry in sight but found the short steep chop was diverting his 21 foot sliding seat Misery Island Peapod, especially coming downwind when it would try to surf on a

small wave and then swerve. All agreed it was some workout. Out on the Sound, Joel was approached by several power boats in his lonely journey inquiring as to his welfare. Why would anyone be out there in that wind in that dinghy?

Well, the race was fun for the few, the rest of us along spectated by walking around the island shores, it was a stimulating day to be out. And the very large pot of fish chowder was enjoyed over and over again, even a scant dozen or so people made quite a hole in the chowder made up for an anticipated fifty or so. After the pleasures of eating were over, Henry awarded his custom built miniature oars to those who earned them, Joel even got two, for 1st (and only) single traditional boat and for last place!

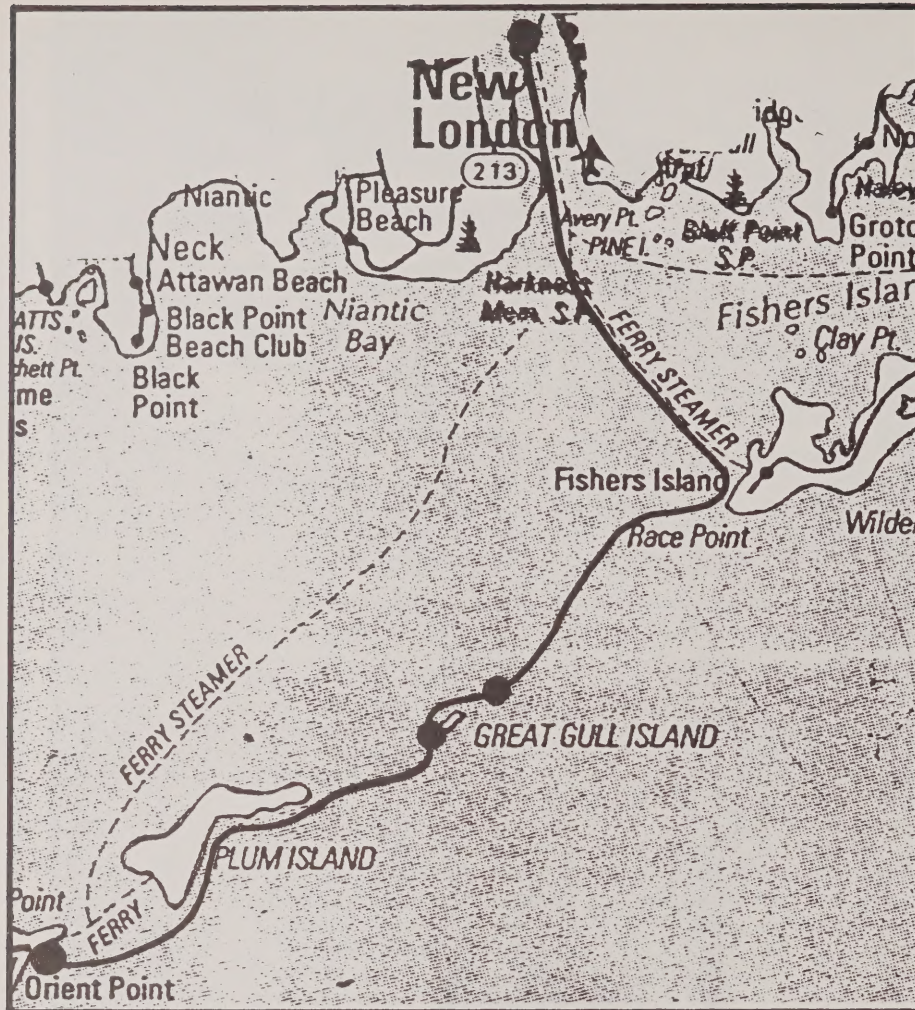
Then it was back to West Beach in moderating late afternoon winds. Misery Island is an interesting place to visit, accessible only by boat, open to the public by owners, the Trustees of Reservations, a former summer island colony for area wealthy until a fire burned most of the houses back in the 1930's, now an overgrown back-to-nature preserve of crumbling foundations and burgeoning vines, brush and trees.

Henry was philosophical about it, "Too bad all those who didn't come missed out on the fun," was his view. I suspect he'll try again, it's too good a spot and idea for such an event to be neglected.



Above, from top: The WHOLE entry gets away. O'Reilly and Emery move out into the lead in the Piscataquau River Wherry while Szostek in his 21' sliding seat "peapod" and Porter in a Huntsman sea kayak duel it out. Heading out into the teeth of the westerly it's O'Reilly/Emery, Porter and Szostek. Below: Joel Thomas finished!





Crossing the Sound in Dense Fog

Report by Janice Lozano
Reprinted from ANorAK

Friday, July 5th arrived wrapped in a blanket of fog. Andy Singer and Ernie Palmieri had to leave during the night to meet us at the Orient Point ferry landing at 5:00 a.m. Chuck, Marilyn, Bill and myself had taken the ferry over from New London on Thursday morning to preview our crossing, as well as take a practice run through Plum Gut at maximum flow.

Hot, hazy and humid with highs in the upper 80's was the forecast for Friday. The humidity greeted us early, casting its fine mist over everything. We were wet before we got near the water.

At 6:00 a.m. we shoved off into the thick white cloud that covered the Sound that morning. The fog was not the only hindrance, the tide was late by about an hour, putting us too close to slack. This could affect us later when we crossed from Little Gull to Fishers Island where tide rips and a fierce ebbing current would have to be contended with.

One-quarter of the way through the gut is the lighthouse we never saw that morning. If we had been able to use our paddles to poke holes through the fog, we might have found ourselves slipping right alongside of it.

The not-too-distant sounds of

the ferry engines reminded us of the necessity of a quick crossing. It had only taken us 30 minutes to make the crossing to Plum Island the day before under crisp, clear skies. After forty-five minutes of paddling on Friday land was still not visible, but two snowy egrets flying low over the water still in a takeoff position assured us it was close by.

We paddled right along the eastern shore of Plum Island, which increased the distance but shielded us from the current. It was also comforting to paddle within sight of land, even if we had to look through veils of fog to see it. A confused grackle landed on the bow of Marilyn's Sprite and accepted a short ride up the coast.

At 8:00 a.m. we hit the tip of the island and set a course of 110 degrees to Great Gull. Despite the sun's feeble attempt at burning off the fog the next couple of hours were spent paddling with only each other in sight.

After two hours of paddling we made a course compensation and headed towards the sounding horn on Little Gull. Soon the clattering of terns was a sure giveaway that land was near. We followed the escalating cries of the shorebirds to land, our 80 degree course proved

to be accurate.

At 10:00 a.m. we landed on Great Gull. The tern colony that nested there squawked loudly in protest of our using it to snack on. Although they were not happy about the intrusion, the rare opportunity of being surrounded by these elegant birds was the delight of the day. A half hour later we were back on the water, the sun teased us as it brightened enough to be seen through the fog. The half mile to Little Gull was paddled in ten minutes.

The strength of the current was evident from the pressure it put on a can buoy as it was pushed over on its side and lay submerged. Had we continued the tidal flow would have been at maximum current in the race. Chuck made the decision to wait on Little Gull for two hours to allow the current to slacken and give the fog time to lift.

Shortly after this decision was made to wait out the elements, the weather began to deteriorate. The fog crept in over us completely obscuring the view we had of Great Gull. The water was as rough as we had seen it all day and fleeting thoughts of spending the night on Little Gull passed through my mind.

At 12:30 p.m. we shoved off the island in a light drizzle as a couple of oystercatchers watched us fade into the unrelenting fog.

The crossing to Fishers Island is five miles. We relied upon Chuck's keen navigational skills and fine judgement to guide us. The strong current, limited visibility and channel traffic that we could not see, combined to turn this into a potentially dangerous crossing.

Physically I felt better than I had all day. The two hour rest helped some as early starts never quite agree with me. It was most necessary to be aware of the water here, the current was fast and strong on our beam. I also found it to be the least monotonous, most enjoyable paddling. The boat would surf a bit and then the wave would pass beneath us. Waves would break up and over the coaming and then we would be tossed back and forth a bit. It certainly kept me interested.

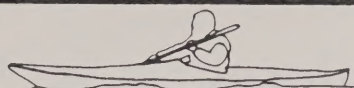
Fishers Island came into view at 2:00 p.m. The fog began to give way to hazy sunshine as we started the last leg of our journey. From that point on it was purely a matter of endurance, which didn't seem to be a problem at all. There was a bit of confusion over a lighthouse we saw in the distance that was not on the chart. The mysterious lighthouse turned out to be the submarine NAUTILUS anchored off the coast of New London.

At 3:15 p.m. we arrived at the entrance to New London Harbor. The thick fog we had to navigate through all day was no longer a consideration. Harbor traffic was our final obstacle and it was quite light.

I felt much better than I had imagined possible after such a long and arduous day of paddling. The physical preparation (working out on a ROWING machine three nights a week) was enough to make it a pleasureable trip instead of a painful one.

Eleven hours after the start of our mini-marathon, we pulled the boats out of the water. It was 5:00 p.m. and the ferry was getting ready to pull out. We bought ferry tickets for ourselves and the kayaks, which were charged the same fee as bicycles.

The 5:15 ferry backed away from the dock and we had one last look at the water we just finished pulling ourselves through. Open water crossings are always impressive and this one had some additional drama. The fog made it untypical of any other crossing I have taken part in. The most remarkable aspect of the entire trip was that after paddling eleven hours in little or no visibility, we still wound up where we wanted to be.



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VICTORY Completes Her Circumnavigation of New England

Report by Al Butler

Loading the car absolutely full in Rhode Island including room for one tranquilized 4 month old Springer Spaniel puppy, Bert our new crewmember, driving to Pictou, Nova Scotia on the Northumberland Strait, finding (in mid-June) very wet weather with temperatures in the 30's and 40's, waking VICTORY, who'd spent a cold winter under a tarpaulin, seeing to the needs of the boat and getting launched, stepped and rigged, saying Hello! to Mr. Grey (our engine) who we'd kneel down to daily in fervent thanks on the way home this year, loading supplies, re-rigging, new rigging, just plain rigging; all of which began the summer for VICTORY and had us by June 30 departing Pictou pointing her bowsprit to Eastward.

The stage for the summer seemed set when we all felt seasick (including Bert) corkscrewing our way to Cape George. The transderm scop patches do work folks! I was saved minutes before losing it at the rail and 20 minutes later felt fine!

Another 50 mile day had VICTORY in the Bras d'Or Lakes - really the destination of this trip at the outset and now we were here. Could these lakes possibly live up to their reputation and our mental pictures? We had never seen any astounding prints of Bras d'Or Lake scenery and had made up our own images. After the experience of two weeks there and many anchorages and new friends met - we now know that while sheer beauty is to be found in this beautiful area, it is not just scenery that makes up Cape Breton's Bras d'Or Lakes but a peaceful deserted anchorage, no swell making its way in to most any anchorage, the next anchorage just around the corner, bald eagles raising their young, many species of birds not seen elsewhere, the sounds of loons calling, clear water to 20' depths, plentiful fish for any time of day just there for the taking with a simple line and jig, clams, oysters, mussels, crabs and eels plentiful, warm and sunny days, star-studded black velvet nights, swimming at its best in little sun-warmed lagoons, meeting vessels bound for Newfoundland, Lab-

rador or St. Pierre, vessels bound south and west, vessels bound nowhere - some were lucky enough to have decided to REMAIN forever in these lakes! No, pictures alone don't depict the Lakes as they are known.. People and places, those inexhaustible anchorages with perfect sand spits covered with piles of silvered driftwood, these make up one's impression of Bras d'Or. Simply Bras d'Or cruising is a state of mind not available out of the Lake system.

Two wonderful weeks ended quickly as VICTORY cleared the lock at St. Peters bound across Chedabucto Bay. The fog which greeted us, the cold, the lopsided progress, the rolling swells which were the reason we reached for the "ear patches", the inevitable southwest wind and icy rain which began shortly, the buoy to buoy navigation, the - oh why go on? This was our lot more often than not almost all the way down the Nova Scotia coast. Oh, of course, the sun sometimes replaced the fog and rain, but almost never was the southwest wind to change to another direction. Some days we made only a few miles, some 1857 Admiralty charts in dense fog with a loran useless as no grid system at all existed on these charts! Most notably, though were: seeing only a few boats in that whole 150 mile stretch, seeing some pretty rugged anchorages, navigating as never before in real fog, and finally - Halifax. Have you ever experienced what is known as culture shock? We suffered a serious case upon entering Halifax's busy and crowded Northwest Arm and landed at the Armdale Yacht Club. But, as always, we recovered and two days later after mundane errands, supplies and laundry, water and fuel, we began the South Shore of Nova Scotia. To Sambro Harbor, Rogues Roost, St. Margaret's Bay, Owls Head, Mahone Bay, Lunenburg, Cape LeHavre Island, Port Medway, Port Hebert, Shelburne, Cape Negro Island and finally the crossing.

We'd never "crossed" more than a sound, a bay or river before and using up more time than we'd figured to get along the Nova Scotia East and Southeast shores, we

found a need to press on more directly than planned for the U.S. coast. Preparing VICTORY for the crossing of the Gulf of Maine, a crossing of - as it turned out - 175 miles was a matter of overkill as it also (thankfully) turned out. Removing ventilators, having harnesses handy, a box of goodies and such in a water proof box in the cockpit for overnight passage, all loose gear stowed and chocked below, decks cleared of all coasting associated gear, anchors and chain removed from bow and all rigging and such triple checked for chafe and weak points. Fuelling up for what was hoped would not be a long motoring trip - 43 gallons probably would have gotten us there but we're glad we did not have to find out. No wicked storms, squalls, high and breaking seas or near collisions did we face on our first crossing but we left Nova Scotia in a peaspoup fog at Shelburne and never saw more than 100 feet for the first 24 hours and nearly all under power sorry to say. Having no autopilot or wind vane gear kept us slave to the helm - an experience which we'd appreciate in memory rather than having to anticipate doing again.

VICTORY saw landfall at Vinhaven, Maine and although we promised ourselves a full day's rest upon reaching land, we were underway the next day to see something of Penobscot Bay on our way home to Rhode Island. VICTORY had explored this coast in two wonderful months in 1981 so the fun of exploring new harbors and passages was ours until we reached Jewell Island in Casco Bay. From here we hopped, skipped and jumped our way to Narragansett Bay, completing the circumnavigation of New England on September 3, 1985. The ship's log showed a total of 2695 miles traveled and 103 days underway. So many wonderful, caring people we met along the way that it is mind-boggling to try to think of them at once, and it is easy to say that people more than places made our trip special. We have a small bit of advice for would-be cruisers thinking of such a trip and that is: be very receptive to people around you and accept offered hospitalities even if inconvenient to accept same. We often left a dinner half-prepared in the galley or accepted an offer to tour the "village" at the end of a hard day's run only to find ourselves far better off for having done so! Miles alone covered are meaningless to us. It is what you have done, seen and accomplished in those miles that really count. Have a good cruise! If we may assist anyone planning this cruise in part or whole, write Alfred K. Butler, 17 Cononchet Trail, E. Greenwich, RI 02818.

If only
Bob
could
have
seen it...



The 240 OF WESTPORT, built by the Rockport Apprenticeship and displayed at the Wooden Boat Show, is a belated realization of an early Bob Baker dream. Bob drew up the conception in 1949 when he was in his early 20's and just setting out on his forshortened career in designing lovely traditional wooden boats and restoring and researching original classics. The drawing, not much more than a pictorial concept, was put aside 36 years ago and forgotten as Bob went on to other things. It surfaced amongst his accumulated files of designs when his widow Ann ("Pete") and friend Lance Lee, were going through the papers to see what else they might find. Lance fell for the beautiful clipper bowed craft and Pete's son, Steve, a trained naval architect, created the lines and offsets for Lance. The boat was built in the spring of '85 at Rockport and trailered down to Baker's hometown of Westport, MA for launching two days before it was to go on display at the Wooden Boat Show. On the transom the name, ROBERT H. BAKER.

Late afternoon of August 13th a crowd of about 300 gathered at the public ramp in Westport and the Apprenticeship people who had brought the boat down overland, got her off into the water after appropriate ceremonies in memory of Bob. After a row out beyond the congested mooring area near the ramp in the Westport River, the sails went up, and the ROBERT H. BAKER then sailed back and forth past the pier, tacking, jibing, running, reaching, and even sailing right up alongside the pier to take on Baker's son, who had earlier been out in a smaller boat taking photos. Lots of well wishers stayed around to watch this dream come true, Baker's family was tremendously pleased at the interest and support shown. And everyone who watched that lovely boat sailing on the river fell in love with it. After 36 years, a man's early conception of what ought to be a nice big daysailer was on the water. If only Bob could have seen it...



From the top: In memory of . . .
Into the sea.
Rowing out to catch the breeze.

Report & Photos by Bob Hicks

CHAPTER 4

This was as pleasant sailing as anybody need wish for, and it didn't take very long for it to make a difference in our outlook. We had already got well down toward the southeast corner of the upper bay, and now new vistas opened, while the familiar regions receded - not that the part we were approaching was unknown to us, by any means, for we had been over it in steamers, and in large sailboats, sometimes, but it wasn't so much of an every-day affair.

First Patience Island, then Warwick point, with its lighthouse, were obscured by the long north point of Prudence, which now bore west of us. Not far off on the east, and growing constantly nearer, was the bare western side of Poppasquash, sloping abruptly to its rock-fringed point, beyond which, a mile to the southeast, lay Hog Island, with its lone dwelling in the middle. To the south, across the eastern shoulder of Prudence, our prospect of the middle passage of the bay, reaching far down to the ocean, was increasing minute by minute.

"There's Prudence light!" said Joe, as it came into sight, midway down the eastern shore, planted on an offshoot of the shelving beach, called Sandy point. "I don't believe we can weather Poppasquash on this tack," he added, in a moment; "I can't head her south of it now, without the sail shaking, though I could easy enough a few minutes ago. Maybe the wind's hauled 'round a little."

"More likely it's the tide setting her up," I suggested. "It ought to be running its fastest about now."

When we at last drew near the shore, it was about an eighth of a mile north of the point; and we could make out quite a perceptible current flowing up along the pebbly beach. It would have taken us some time to have beaten down to the point against this, so we resolved to furl the sail and row straight ahead for the short distance we had to make before setting off on another long eastward stretch. Each of us took an oar and pulled vigorously; and in a few minutes we rounded the point, where the waves were chopping among the rocks, and the sail was spread again. I now took the steering oar.

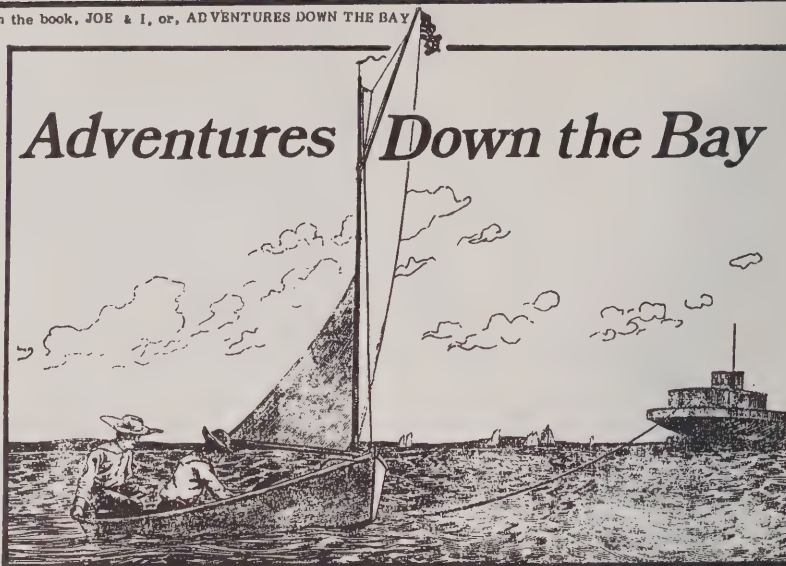
"Where bound now - Hog Island?" asked Joe.

The TRITON was pointed so as to hit the island about midway, for, with that wind and tide, we could come no nearer weathering its southern point than we had that of Poppasquash.

"We seem to be, just now," I rejoined, "but I wasn't thinking of going on shore there. We can't get

From the book, JOE & I, or, ADVENTURES DOWN THE BAY

Adventures Down the Bay



Wallace P. Stanley, Author

Published in 1901

H.N. Cady, Illustrator

very far down the middle passage to-day, against this wind; but we can make plenty of headway to the eastward. We can go up by Bristol ferry to Mt. Hope" -

"But we've been there by land," objected Joe.

"I know it; and suppose we go clear across to the east passage, the 'Seaconnet River', you know; you've never been there, have you?"

"No; what is there over there, anyway?"

"We'll find out, if we go; there's Stone bridge, for one thing; you've heard of that. But get out the map; that'll tell something."

"There are TWO bridges!" he said, consulting the 'chart', "railroad and wagon; same as at Pierhaven. And there's a little place below marked Bridgeport. But after all, a map doesn't show you much, except the lay of the land."

"But that counts for a good deal, especially when you're voyaging," said I. As I had copied the map, as already mentioned, the few facts it afforded were known to me before.

"When we get there, we'll have to turn south again, and tack against the wind."

"well, it'll be new ground, and so it won't be so tedious; besides we'll camp along there somewhere, and be ready for the northerly wind to-morrow morning."

"All right, then - ouch! mind your helm!"

We were running further out from Prudence, which had sheltered us to windward, and the waves were getting bigger; for, as you know, their size depends on the length of water they travel over before they get to you. Now and then a sharp crest would slap against the side of the boat, and a larger one than common had sprayed Joe considerably.

"We'll go around Hog Island on the north," I proposed, "then we'll be in the lee of it for quite a ways; and we can weather the ferry just the same."

North of us lay Bristol harbor, with Bristol on the east of it, a little over a mile away. Midway was "Castle Island", a bit of rock from which rose a conical white beacon.

"Were you ever on Hog island?" I asked Joe, as it became the most prominent object in our field of view.

"No; and I don't feel sorry about it either - such a forsaken looking place as that. No wonder the hogs have all cleared out."

"I see some cows, though, beyond that second wall. But that's neither here nor there; I'm going to land on every island we come close to, if there's a place big enough to stand on. If we keep that up, perhaps we can say, some time, that we've landed from the old TRITON on every island in the bay."

"Well, all right, then; but it'll be no great thing to say. There aren't much more than half a dozen, are there?"

"More than twenty."

"Caesar! that's more'n I thought; but a good many of 'em are pretty small potatoes, I reckon."

So, as we shaved by the north end, with the clamshells and kelp in sight under two or three feet of water, I fetched her head into the wind, and brought her to the shore with a shove or two of the oar. We both skipped out for a few moments; we didn't unfurl a standard or plant a cross, for we hadn't any along, but I picked up a little stone, which got mixed up with others afterward so I didn't know which was which; and the whole lot got chucked overboard in the end.

Then we sailed away again for Bristol ferry, between the north end of Aquid island and the

south end of Bristol peninsula. In the old days, before railroads were built, roomy sailboats plied to and fro between these points; but that had long been given over.

"Dinner's overdue," declared Joe.

It must have been, judging by the way we pitched into the eatables; but there's nothing like sailing for getting up an appetite - everybody allows that. I kept it up after Joe got through; and he said Hog Island itself blushed for me; but, as I told him, I was looking out for the steering; and couldn't cram in with both hands - the style he did.

opposite or south side of this strait of Bristol ferry, through which we were rapidly scudding into Mt. Hope Bay, stood a little settlement, consisting of a white summer hotel among the trees, a little back from the water; a large buff store-building standing on the wharf, where one of the daily lines of steamboats touched each morning and afternoon, and the little railway station close at hand, with one or two other buildings. Out in the water stood Mussel Shoals' light - a queer little affair, bright red all over, with the lantern at one end of its steep roof offset by a belfry at the other.



THE FERRY LIGHT.

We weathered Bristol ferry point without any trouble no rowing this time. The little lighthouse rose almost from the water's edge, neat and quiet as ever; we had been there before, by the road which led down to the place from Bristol. I said it must be the whitest lighthouse on the bay; and Joe admitted it seemed so to him, too; but I don't suppose it's any difference in the quality of the white-wash, so much as the dark, wooded bluff behind it. A little back, at one side, stood a pole painted in bands of black and white - one of the marks of the coast survey.

On the shore beyond, some rather handsome rocks cropped out, a kind of quartz stained in rich browns and yellows. Quite fine amethysts were picked up there, sometimes; and I hunted for some once, but only found a very small one of not much account. On the

All this we were leaving behind us - looking the other way. Mt. Hope was in full sight to the north-northeast, rising from the edge of the broad division of Mattaconjset Bay which bears its name. Beyond, at the head of the bay, far to the northeast, the smoke lazily floated from the many chimneys of Border City, in the midst of whose waterfront could be faintly distinguished the white speck which stood for one of the largest steamers that nightly plow the sound to and from New York. Before us stretched the long front of Pocasset hill and Tiverton heights, bounding Mt. Hope Bay on the east; and against this, low and somewhat nearer, showed the long, slender northern end of Aquiday, for which our course was now laid.

We now had the wind nearly astern, and bowled along first-rate. A large two-masted schooner was


beating down the bay, and all at once I saw that her last tack was bringing her right for us, or so she'd meet us pretty close, I mean; for though she was pointing ahead of us, we were moving across her course. It began to be pretty interesting to watch and calculate the chances. At last she was getting decidedly near, and I could see more of the further side of her bows than I wanted to. How she forged along, with the waves dashing from her prow! how tall she towered above us! how large she was growing, with her great sails all spread!

"The wind's with us, so she has the right of way," I asserted, to save our dignity. "We'll fetch up a moment; for I shouldn't want the TRITON to run her down!"

But hardly had I done this, when her bow also began to swing majestically around; for an instant she was pointed right at us, and hardly twice her length away. It was exciting! but before I could begin to calculate how to grab for her bobstays, I saw that her prow kept swinging, and was soon pointing behind us; she was coming around on the other tack! The blocks rattled, the mainsail flapped, while the headsails were held up against the wind. In another moment the headsheets were eased away, and she stood off on her new course, leaving us as fast as she had approached.

"Looked a bit ugly, didn't it, when she headed 'round for us, as soon as we held up? looked as if she was bound we shouldn't get away," Joe remarked, as the TRITON's sail filled again. "I'll bet they did it on purpose to scare us; I saw the man at the wheel, and he was on the grin."

(Continued Next Issue)



Mashapaug Dinghy has a modern sail plan on a 20' mast and 11' boom. She is quite fast in light airs and tacks very close to the wind, has a distinctive look, and better yet, is really fun to sail.

The mast is spliced so that with the boom it can be stored in the boat. The boat comes with a sail, all rigging, two-piece Shaw & Tenney oars, and is tested on Mashapaug Lake.


Dexter Boats
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Sea Lion Dinghy

LOD 9'6" Beam 5'
SA 74 sq ft. 85 lbs

A rowing/sailing dinghy made of Bruynzeel marine plywood, fastened with stainless steel, glued and sealed with epoxy. The unique keel replaces a space-robbing center-board. Rated for 6 persons.

Kit	\$ 995
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Report from the Tugboat

As I am writing this, we are heading back to Texas City with an empty barge from Charleston, SC where we delivered our cargo of Paraxylene chemical. Soon we will be coming up on Key West. AMOCO COLUMBIA and its barge, AMOCO SOUTH CAROLINA is one of four such tug/barge units owned by Amoco Corp. The other three carry gasoline and diesel fuel, but our run is the different one. We load up the chemical in Texas City, TX and haul it to Charleston, SC.

On this return leg we go inside fairly closely to get inside the Gulf Stream, on our trip loaded, heading north, we go further outside. Right now we're only a few miles off, the "beach" and its buildings are readily visible. The overall one-way distance is about 1300 miles and it takes us 5 to 15 days depending on weather and on how fast the company wants us to travel. They are not always ready for us as soon as we can get there and when that's the case, we slow down to save fuel. Right now we're running reduced speed and will take about 6 to 8 days. AMOCO COLUMBIA carries about 75,000 gallons of diesel and we use about 6,000 a day at full speed. No matter how we vary the speed, we end up using about 35,000 to 40,000 gallons each way.

Our combination is what is known as a "deep notch" unit, as opposed to an "integrated" unit. The latter merely attaches the tug to the barge so it becomes, in effect, a single ship with a removable power unit. In this sort of setup, the tug without the barge may not be fit for open sea use by

itself. The reason for this approach has to do with loopholes in some rules and regulations. A "deep notch" setup such as ours is basically a traditional tug/barge relationship with a modification, the "notch". This is what it sounds like, a V-shaped notch in the stern of the barge into which the bow of the tug will fit. The deeper this notch is, the worse the weather can become and still permit the tug to push the barge. Our "notch" is 45' deep, it should have been 60' to 70' feet, that is what other such rigs are using.

We push in good weather and tow when it gets too rough. The direction of the weather in relation to our course determines when we switch over. If the sea is ahead or astern we can handle 6' to 8' seas. A beam sea of only 3' to 4' might be too much to push through. The tug is held in the notch with wire cables from the stern corners of the barge to the aft quarters of the tug, where they are winched tight. This all is an attempt to make the tug and barge move as one unit. The tighter together they are, the rougher the weather they can handle.

AMOCO COLUMBIA is 128' LOA, 5800 shaft horsepower from two 16 cylinder EMD marine diesels connected through a 5:1 reduction gear to a single shaft. This is very unusual and perhaps unique in the U.S.A. We also have two CAT 3406T diesels to drive our 210kw generators. Our tow winch has 2200' of 2" diameter steel wire. Normally we have about half to two-thirds of that out when towing.

AMOCO SOUTH CAROLINA is a

bit less than 500' long and carries 172,000 barrels of chemical (each barrel is 42 gallons). This comes to about 7 million gallons. It takes about 22 hours to load and a little longer to unload.

The interaction of all of this with small boats in and around harbors is of serious concern to us. Our top speed towing is about 12 knots, pushing it is 15-16 knots. It takes miles to stop this rig once it is up to speed and it is not very maneuverable. Control towing is minimal. This gives us a lot of trouble every time we come into populated harbors or along populated coastlines close in. Many of the incidents can be summarized by, "If that guy had half a brain he'd be scared to death right now!"

The best thing for the small boater is to stay well clear of us. If he is going to come close he should know and observe the rules of the road, but above all he should keep in mind who will lose if his 18' motorboat tangles with an 11,000 ton barge (sailboats seem to be more careful). The best protection the small boaters have is the men skipping the tugs who are professionals and will go well out of their way to avoid trouble, not only because it is the right thing to do, but also to protect their licenses and jobs. But, crowding them too close might make it impossible for them to avoid you, given the equipment they are skipping. Maybe later on your lawyers might win you something, but out on the water you will surely lose, and in a very big way.

Report from Don Staples, AMOCO COLUMBIA, at sea near Key West.

FATTY KNEES

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Racing canoes head upstream.

The Concord Icebreaker Returns

After a year's hiatus the Concord Icebreaker race came back on a cold gray November 3rd and the large turnout seemed to show that it was missed after ten consecutive years. Again a majority of the boats were canoes, but with a dozen kayaks and about the same number of rowing craft (plus the 8 person rubber raft) it drew a nice mix of human powered boats.

And the WAR CANOES returned, 5 in all, once there had been a dozen or more of these big exciting canoes in action on the Sudbury River. One who returned, Mel Ross of nearby Billerica, admitted it was the first time in two years he had gotten his canoe out on the water. "It's hard to get eight guys together to go racing very often," Mel explained. And

this, in turn, has discouraged war canoe classes at other racing events. Earl Roberts was up from the Connecticut Canoe Racing Association with their war canoe crew and they paddled away with the win. To keep active in Connecticut, the CCRA has to pit its two war canoes against each other, arbitrarily using the Connecticut River as their east vs. west boundary. But, in Concord this Sunday, there were five, and two were all women crews at that. Finishing last, but finishing, was the Concord Children's Center crew, paddling as a fund raiser, providing they finished. They did.

Just above its confluence with the Concord River in Concord, MA, the Sudbury River flows through rural marshlands, and the Heath

Bridge just south of Concord is the starting point for this race. The serious racing boats first go upstream about a mile and a half to a broadening of the river known as Fairhaven Bay where they do a U-turn around an official picket boat, and return downstream. As they pass the start they are halfway into their 6 mile race. The finish is at the Lowell Road bridge just outside of Concord center. The recreational classes do just the downstream 3 miles.

The rowers only got to do that stretch too. Frank Mainville, rowing in one of the family Pilot 21 gigs told us, "I guess they figured oarsmen couldn't do the whole six miles." The rowing boats headed down ahead of the large recreational canoe classes, and provided some

Rowing boats head downstream.

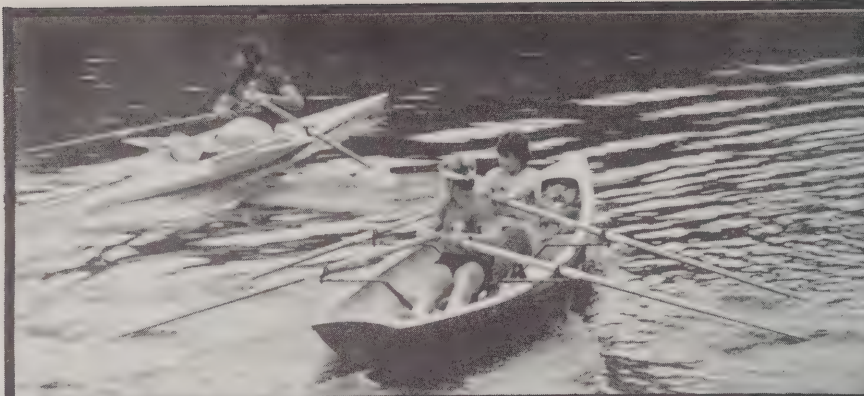


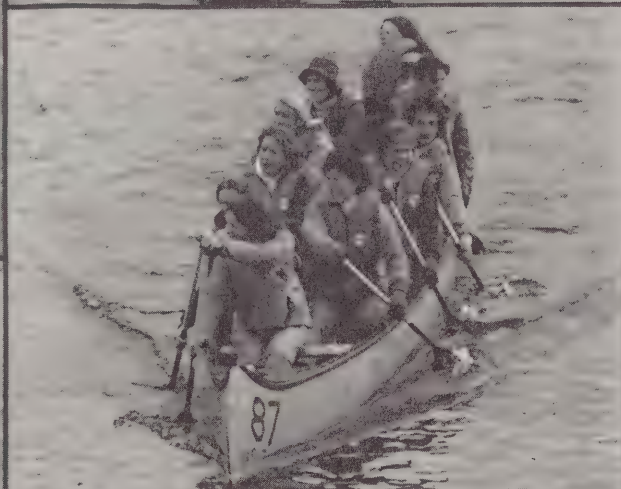
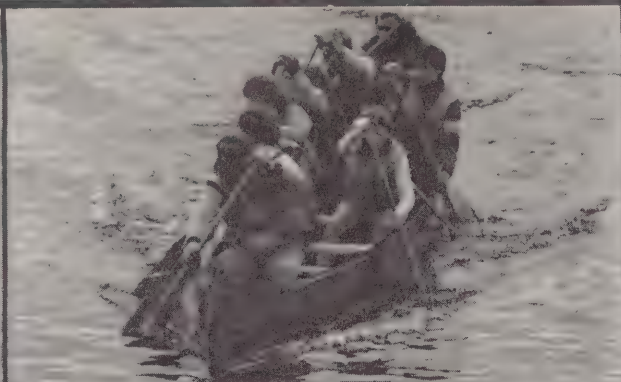
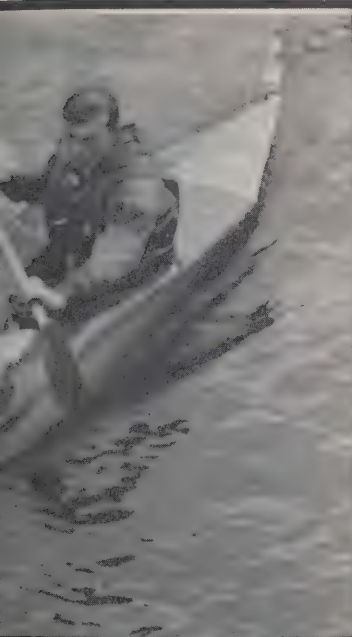
good close competition. Andy Parks and Kris Mainville in the Pilot 21 gig fitted with Piantedosi Row Wing sliding seats had a real battle finally edging Jack Sauer in a Small Craft Vancouver 21. Sauer is still recovering from head injuries suffered in a plane crash which affect his balance, and he's found rowing to be therapeutical for restoring his equilibrium faculties. And the rest of the Mainville family, Chuck, son Frank and daughter Joan, fended off the Hull Lifesaving Museum crews in their ongoing rivalry.

But it was the canoes that dominated the day. The war canoes were great crowd pleasers and all got rousing cheers as they came back down by the Heath Bridge, especially the all-women crews. The CCRA crew was well ahead of Mel Ross' local boat, and the mixed crew and women further back yet, so it wasn't close. But it was just something about 8 people in a canoe paddling like crazy that arouses enthusiasm. The racing canoes, all pretty much look-alike kevlar asymmetrical appliances were led by a mixed double crew that got well out ahead, no close contest for that win. Same for the kayaks, just about all of them downriver types, diamond shaped (from above) speedsters driven very hard by some dedicated looking people.

The Carroll School sponsored the event this year after years of having the Concord War Canoe Club carry the burden. Carroll School Bounders are dyslexic children who are helped to develop necessary living skills for today by Mike Stratton's Outward Bound type of program there, and some of the Bounders were entered in the event in the school's boats, a big old Banks dory and several small rowing craft. And out in the recreational race in a flock of aluminum canoes loaned for the day by the Hale Reservation were teachers and parents connected with Carroll School. Much of this was in support for Strats, who for ten years has inspired these kids to achievement with his combination of gusto, concern, hearty athleticism and understanding. Strats is battling a major illness right now, yet undertook to get the Icebreaker going again, and the school and the kids and parents and friends all got behind his effort.

No there's never been ice in the river for the Icebreaker since it began twelve years ago, maybe a skim in the marsh. It's always been on this first Sunday in November, and the amount of support it attracted for its revival this year certainly showed that it is important to many local boat people and deserves to carry on in coming years.





Left from top: Andy Parks and Kris Mainville in the Pilot 21 about to overhaul Jack Sauer in the Small Craft Vancouver 21. One of the Hull Lifesaving Museum pulling boats. Jack Sauer (on bank) discusses his race with John Stratton (left) and Bill Fisher. John rowed Lydia Grew's Fastart and Bill rowed one of his own firm's Small Craft. This inflatable was definitely party time. This young lady (4) was ready to race.

Center from top: Determination displayed by winning kayaker. This couple dominated the racing canoe class. The CCRA war canoe out front.

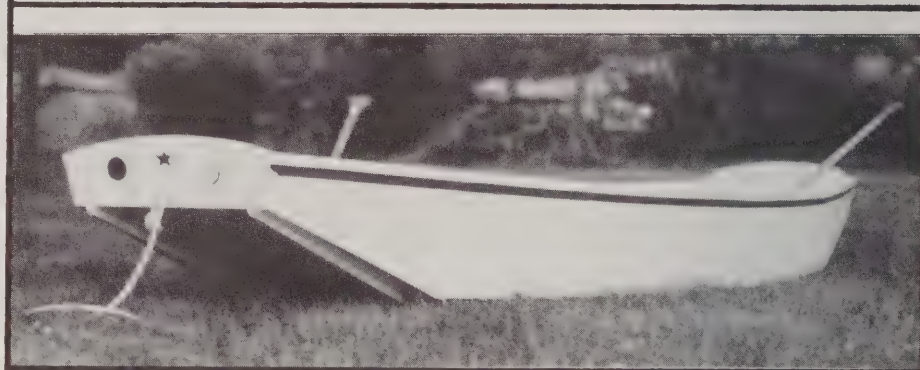
Right from top: Mixed crew in war canoe. Two all women war canoe crews. The Concord Childrens' Center war canoe crew finished for their fund raiser.

The northern part of Westchester County is covered by a system of beautiful reservoirs designed to assuage the thirst of New York City to the south. Like much D.E.P. water, the land around the reservoirs is closed to all building, construction, etc. insuring pristine surroundings and a total absence of pollution. Access is restricted to fishermen with permits and a number of boat permits are also issued. Motors are outlawed and the usual craft used is a 12' to 16' aluminum johnboat, usually from Sears. (By some strange quirk of fate, canoes are illegal. Legend has it that the son of an early water commissioner was drowned in a canoe...)

When my old troutfishing buddy Bob Brownell mentioned that after 20 years of fishing from shore he figured it was about time to get a boat permit and a boat, he asked me if I wanted to go in with him. Well, this started me thinking. Bob wanted to pick up a second-hand johnboat for a few hundred dollars. I could think of several good reasons against this. For one thing I know those boats; a more back-breaking and toilsome craft has never been devised than the aluminum johnboat. Also, as a wooden boat designer and builder it would be some embarrassing to find myself plunking down good money for something that I could probably build just as cheaply. Perhaps I could design a wooden johnboat, cheap in materials and easy to put together, that would perform decently. If it came out good enough, I might even have a stock item for the shop.

Research began. It turns out that there is no shortage of information and plans for a vast variety of squarish boats. Chapelle, Gardner, the Atkins and Pete Culler's butthead skiff were all checked out and passed by for one reason or another. Some were too complex, some too small and some looked too cumbersome. Then an unusual book fell into my hands; The Authentic American Johnboat by Larry Dable-

Report & Illustrations from Daniel Marcus



mont. I picked it up for three dollars off of the remainder table at the local bookstore.

Larry Dablemont, it seems, is a third generation Ozark johnboat builder and his book is both a history of the type and a step by step instruction manual on how to build it. Apparently thousands of these boats have been built; a good testimony. This design then, would be my starting point.

I made a number of changes while drawing up a set of plans. It seems the old-timers in the Ozarks were mainly farmers and hunters rather than boatbuilders and some of their methods I thought could be improved upon. Also (and most importantly) I can't leave anything alone. The basic shape of the boat I changed very little; she's a bit finer forward and has a tad more flare, etc.

Final dimensions were:

L.O.A.: 13'9"

Beam: 3'5"

Weight: 80-90 lbs.

Depth: 1'12"

Draft: 2-3" unloaded, 4-5" loaded

The construction was interesting. All lumber came from the local lumberyard. Planking and seats were pine, chines and support members were red oak and the bow and stern transoms were fir (Construction-grade 2 x 10's). The bottom of the prototype was 3/8" fir ply. I would have preferred to cross-plank the bottom in the usual way but the reservoir boats live dragged up on shore when not in use.

Building was simple and straightforward; it only took two working days to assemble the boat and another few days to finish out. Materials cost around \$120.00 (spring '83). She was painted white semi-gloss inside and out with dark green decorative trim.

When I first started to think about a johnboat it never occurred to me to propel her other than by oars. It seems though, that on the Ozark rivers, johnboats are paddled, not rowed; and I found this intriguing enough to want to try it. When I drew the plans I showed seats arranged for paddling.

When finally launched, her performance was a pleasant surprise. With two paddlers aboard she moved very easily through the water; almost like a canoe in fact.



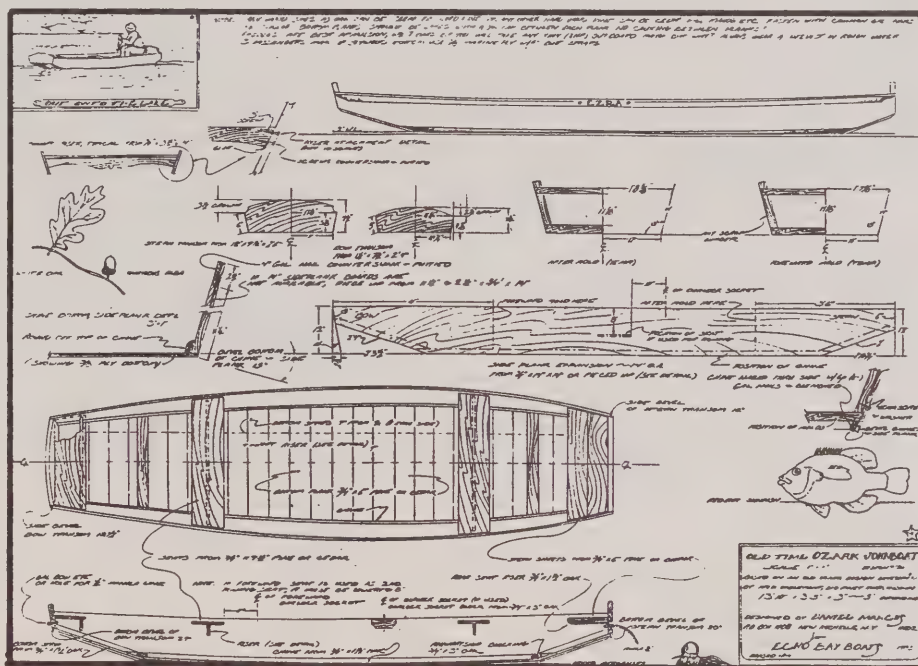
You paddle her scooped over to one side or another; this allows you to stroke powerfully and cleanly. Handling is a fine compromise between tracking ability and fairly quick turns.

As it happened, we ended up using her almost daily as a dinghy after our skiff was stolen; consequently we had her out in all kinds of conditions. Paddling her alone was no treat in any kind of waves or especially wind and so I added struts to raise a pair of oarlocks far enough above the seat level to allow the swing of a decent pair of oars without pulverizing my kneecaps.

She rowed quite well either solo or with a passenger and a load of groceries, but if loaded too much (3 or more adults) she became very slow and hard to move; four adults and she seemed glued to the water. Waves she handled well; lifting over them and remaining dry but wind was always a problem. Rowing (or paddling) a johnboat into the wind is a diverting exercise but unlikely to accomplish much.

All in all the johnboat's behavior as a dinghy was good. Loading or unloading of goods or people or standing up to do work on the moored boat she felt very secure and stable. Although her performance was not up to the standards of a good pulling boat, she wasn't bad and was certainly better than the majority of plastic dinks and small prams and such. I've since built these boats with the center thwarts low enough to mount standard rowlocks on the hull sides. Very nice.

Not surprisingly perhaps, the johnboat performs best as it was intended to; a crew of two, tackle boxes and a cooler, paddled out on to a reservoir in the morning calm, the cry of a loon and perhaps the ring of a rising trout...





Small Boat Exchange

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What's happening...



Maritime evenings are being scheduled at the MIT Museum, 265 Massachusetts Ave., Cambridge, MA through the coming winter, open free to the interested public at 7 p.m. Coming up in December:

DECEMBER 11: American Challenge, the onboard story of seven solo sailors facing the ultimate challenge of the Observer Single-handed Trans Atlantic race.

For further information call (617) 253-4444.

Fall 1985



The Boat Shop

East Hampton Historical Society Events

The Easthampton (LI) Historical Society has established a calendar of lectures and seminars for the balance of 1985 as follows:

DECEMBER 6: Principles of Celestial Navigation, a follow-up lecture to the November 29th program with more on celestial navigation at times other than at noon, by Ed Sherrill, Jr.

DECEMBER 13: The Case for the Cruising Multihull, a lecture on the advantages of this form of sailing craft for cruising, by Redjeb Jordania.

DECEMBER 14-15: Spar and Oar Making, a two day seminar on building hollow and solid spars and on spoon oar making.

Fees range from \$5 per lecture to \$75 per seminar with discounts for the Museum members. For all the details too numerous to present here, contact Redjeb Jordania at (516) 324-6850 or (516) 324-6393.

American Canoe Association



BUILDING & SAILING STRIPPER CANOES

Larry Zuk, lifetime canoeist and historian for the American Canoe Association, will hold another of his lecture/slide shows on building and sailing stripper canoes on December 4th in Concord, MA at the Sanborn School on Old Marlboro Rd. Time is 7:30 to 9:00 p.m. Admission fee is \$2.50 at the door. In addition to the lecture and slide show, Larry will display several wood strip canoes for both paddling and sailing. For more details call Concord/Carlisle Adult Education at (617) 369-9500, ext. 326 days or (617) 369-2526 eves.



COLD WEATHER CANOE CRUISE

The Metropolitan Canoe & Kayak Club of New York City will host a cold weather canoe outing on December 14th in the New Jersey Pine Barrens. Rentals are available, call Bill Simon evenings at (212) 734-8605. No sweating involved. This is not whitewater, it's brown-water.

PEABODY MUSEUM TSCA MONTHLY MEETINGS

The Traditional Small Craft Association of Salem's (MA) Peabody Museum has resumed its monthly meetings through the coming winter, on the first Thursday evening of each month at 7:30 p.m. This is the 5th year for the group, which now numbers just over 100 members. Monthly meetings feature programs of interest to anyone who enjoys messing about in small boats, speakers and films on designing, building, adventuring. Monthly feature topics are usually set up month to month so no advance listing is possible, but interested persons can learn what's scheduled each month by calling Bob Hicks at (617) 774-0906.



SEBAGO CANOE CLUB

The Sebago Canoe Club of Brooklyn, NY has set up an early winter schedule of activities for members and potential new members:

DECEMBER 7, 14, 21: Kayak Pool Sessions in Brownsville to learn eskimo roll and to practice it. \$15 for all three sessions, bring your own equipment if you have it and nose clips. Contact Chuck Sutherland at (718) 767-5020.

JANUARY 1: Frostbite Regatta, yes we really go out on the water. Contact Bev & Bob Humble at (516) 546-5965.

For further details on the Sebago Canoe Club (kayaks too) contact Francine Michel at (212) 796-3226.

AMERICAN CANOE ASSOCIATION, INC.

NEWS



The American Canoe Association has just produced a packet of boating safety literature with the help of a grant from the National Nonprofit Public Service Organization and the Coast Guard, and the packet is available on request to individuals or groups interested. Included are: AWA SAFETY CODE; WHITEWATER IN AN OPEN CANOE; SURVIVAL IN COLD WATER; DRINKING, LET'S KEEP IT IN ITS PLACE. The latter is a pet Coast Guard project nowadays (but is it an accident cause in canoeing? Ed.) If you want any of this for yourself or to distribute in a club or any interested boating group you are involved with, write to the ACA, P.O. Box 248, Lorton, VA 22079.

But that's not all. ACA also has a set of safety posters concerning canoeing, 8 in all, each 11" x 17". The topics are: Scout When in Doubt; Drinking and Boating; Keeping Track of Friends; Pinning; Foot Trapping; Danger, High Water; Cold Water; Lifejackets. These too are free in single packets of 8 or in larger quantities.

Now, there's also the film library, with over 30 titles on safety and instructional subjects and some on competition. These you can rent for fees ranging from \$10 to \$25 from the Audio-Visual Services of Pennsylvania State University. The brochure describing the film collection is available free from the ACE office at P.O. Box 248, Lorton, VA 22079.

MAINE MARITIME MUSEUM



MAINE MARITIME MUSEUM WINTER PROGRAMS

Maine Maritime Museum is back onto its winter schedule by the time you read this. Sewall House, the Museum's largest exhibit building, and the Apprenticeshop remain open, while the Percy & Small Shipyard and the Winter Street Building will be closed. The hours at the Apprenticeshop are daily business hours, it is at 279 Washington St. south of the Bath Iron Works. The Sewall House will be open 10 a.m. to 3 p.m. weekdays and Saturdays, 1 p.m. to 4 p.m. Sundays and holidays. Winter admission fees are \$2 adult, \$1 child with group rates available. For more on this call the Museum at (207) 443-1316.

Boatbuilding workshops at the Apprenticeshop are scheduled throughout the winter. Only one, Rollin Thurlow's re-canvassing your old canoe, required advance registration, and that deadline was November 1st, unfortunately before the announcement was received. If it does really attract you, you might try a call to see if any opportunity still exists to sign on, the workshop isn't held until December. The following is the tentative schedule:

DECEMBER 10 & 12: Re-canvassing your old canoe with Rollin Thurlow of North Woods Crafts Center, Dover Foxcroft.

JANUARY 14 & 16: Oar & paddle making with John Burke, Shipyard and Apprenticeshop director.

FEBRUARY 11 & 13: Sail repair & maintenance with Nat Wilson of Wilson Sailmakers, East Boothbay.

March 11 & 13: Rigging and marlinspike seamanship with Brion Toss of Center Harbor Sails & Rigging, Brooklin.

April 15 & 17: Painting & Finishing with Greg Rossel, Apprenticeshop instructor.

May 14 & 16: Caulking with John Maritato, chief caulker for the pinky schooner MAINE.

Each workshop is made up of two three hour sessions running from 7 to 10 p.m. on the Tuesday & Thursday evenings noted. Class sizes will permit hands-on instruction. Fee for each is \$35 for non-members (\$25 for members). The entire series (with maybe exception now of the canoe course) is offered at \$210 for non-members. To register or to learn more, call the Museum at (207) 443-13126.

Camp Chewonki



The Chewonki Foundation of Wiscasset, ME has a number of summer programs involving boating scheduled for 1986. This may seem far off but they are now accepting registrations for these programs which are limited in number of participants and aimed at young people. The following is the schedule of interest to boating people:

UMBAGOG KAYAK PROGRAM runs June 24th through August 12th for ten campers of 14 to 18 years of age at the Chewonki outpost on this remote lake in northwestern Maine. Emphasis is on whitewater kayaking but instruction begins with basics on flatwater and progresses to the rapids of the upper Androscoggin and Rapid rivers.

ADVANCED UMBAGOG KAYAK PROGRAM runs August 12th through August 30th for ten campers from 14 on up in age with previous whitewater experience. If enough support develops, the group will paddle the best whitewater in the northeast, on the West Branch of the Penobscot and the Kennebec rivers.

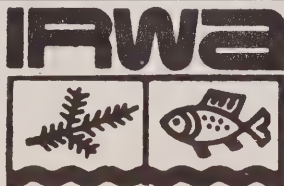
MARINER PROGRAMS run all summer, #1 from June 24th through July 15th; #2 from July 19th through August 12th. Each accomo-

dates ten campers ages 14 to 18 with interest in sailing and seamanship. The programs will go from basic preparations on to cruising the Maine coast in the Foundation's 27 foot Crotch Island Pinky and Mackinaw boats, both traditionally built by Chewonki in 1980. Camping on islands by prior owner permission is included.

DOWN EAST SEA KAYAKING EXPEDITIONS also run much of the summer, #1 from June 24th through July 15th, #2 from July 19th through August 12th. Each accommodates ten campers age 14 to 18. After preparatory days of training and safety instruction, the groups depart in kayaks along the coast, camping and exploring and investigating bays and estuaries, with emphasis on sea kayaking skills, camping, and coastal ecology and history.

BOAT BUILDING & EXPEDITION program runs from June 24th through August 12th for ten campers age 14 to 18 interested in learning basic boatbuilding skills and then taking a salt water trip in the boats they build. About three weeks will be used to build expedition type plywood kayaks, which will be followed by preparatory training and then a three week expedition along the Maine coast. The boats built will become property of participants and costs of building are included in the fee.

Course fees range from \$850 to \$2300 per person. For full details contact the Chewonki Foundation, Short Workshops & Trips, Wiscasset, ME 04578.



CANOEING MAP OF THE IPSWICH RIVER

The Ipswich River in northeastern Massachusetts is a favorite for canoeists who enjoy flatwater. Despite the heavily suburbanized locale, much of the river still runs through undeveloped areas, riverside estates of the wealthy, conservation holdings of groups such as Audubon, etc. A comprehensive map of the entire navigable river showing all points of access and highlights to be enjoyed is available from the Ipswich River Watershed Association. A white paper version is \$2.50, a more water resistant tan version is \$3.50. The mileages from point to point, details of access points, listing of points of interest such as stone arch bridges, helps the newcomer to paddling here to better enjoy the outing. Send your order and check to the Ipswich River Watershed Association, 562 Maple st., Hathorne, MA 01937.

CONNECTICUT RIVER SAILING CLUB

Hyrum Huskey and Bob Barker have decided it would be nice to have a small boat sailing club on the Connecticut River in the Turners Falls/Montague, MA area, and invite any interested readers to contact them for more details. The purposes would include education, socials, but mostly just messing about in small sailing craft (larger ones, if interested too, would be welcomed also). Hyrum can be reached at (413) 863-2666 and Rob is at (413) 367-2424.



"CLASSIC CHARM", the Peapod of the 1800's. For information contact Master Shipwright Peter M. Sylvia, HILINER MARINE, P.O. Box P-73, S. Dartmouth, MA 02748. PH: (617) 992-1807.

What's been happening...

A ROUNDUP OF READER REPORTS ON HOW THEY'VE BEEN MESSING ABOUT IN BOATS

IPSWICH RIVER CANOE RACE



Report from the IRWA NEWS

Canoes gather at starting line-up for the 1985 Third Annual Grand Canoe Race from Ipswich to Gloucester. All but one of the 18 starting craft finished the event over the 13 plus mile course which tested map reading skills as well as endurance. Leaving against the incoming tide down the Ipswich, in order to catch highest water in narrow Fox Creek, paddlers were rewarded with a beautifully calm ocean in front of Wingaersheek Beach. Clean bottom sand and enormous boulders, with barnacles like

whales were clearly visible. The sun was brilliant and the air clear.

Competing craft were escorted by one Coast Guard auxiliary boat and one volunteer power boat. First teams in were Gibson & Copley and Harmer & Harmer, both previous winners, and Silverman & Gibley. Not far behind, in single-manned craft, were O'Donnell in his kayak, and Joseph Mayer who came from Poukeepsie, N.Y. to compete in his light canoe.

Abundant picnic food revived exhausted limbs.

PADDLING PARADISE

Out on the eastern end of Long Island the shore provides many opportunities to enjoy paddling a canoe or kayak (see Shelter Island story in November 15th issue).

An example: Paddle around Nassau Point on the North Fork. Put in at end of Bay Ave., paddle south along Little Hog Neck to the end of Nassau Point, then northwest into Cutchogue Harbor. Explore Horseshoe Cove, Haywater Cove, Mud Creek, East Creek and finish up in Broadwater Cove. You will see egrets, swans, osprey and find many shells along Fisherman's Beach.

Another example: The Connetquot River in Oakdale south of the Sunrise Highway. Park south of the railroad tracks just west of Connetquot Drive and put in across the street down over a small embankment. This trip will take you past the Bayard Cutting Arboretum, site of many beautiful flowers, trees and shrubs. On the east side of the river is Dowling College, once the Vanderbilt family home. There are many creeks to explore. The longest, about 2 miles, is a loop that re-enters the Connetquot by the Saxon Arms Restaurant. You will see Canadian geese, swans and many ducks, and a number of beautiful sailboats moored at homes along the river.

The Suffolk County Hagstrom Atlas contains detailed maps of Nassau Point, the Connetquot River and many other great places to paddle on eastern Long Island. Report from Jim Dreeben, the Peconic Paddler, from the RECREATIONAL CANOEIST, the newsletter of the Metropolitan Canoe & Kayak Club.

A DAY OUT IN THE SUN ON THE SEA

The sea and all about it are in my blood and I have had four boats in my career as a sailor. My last was a COMET of 1930's vintage without a bit of rot in her, and she was a lot of fun for this 72 year old to play around in, that is until some smart Alec called her a "boy's boat". I sold her this past summer and have been sorry ever since. Even if my asthma made it hard at times to handle her in and out of the water.

Yes, I sold my last boat last summer, but it was my moped that

made it all happen. Coming back from the lumberyard I had to suddenly dodge a pedestrian who figured she could beat a moped to the draw, and I bumped a parked truck, tipping over. Well, no damage, I got up and rode on home. But someone had seen it and reported the "crash" to the police, who raced to the scene sirens screaming after I had left. Unhappily, at home, my police scanner was on and my wife heard it all and did she worry. I played innocent for several days but finally

owned up to the "crash". Well, shortly after I got the ultimatum, "SELL THEM BOTH!"

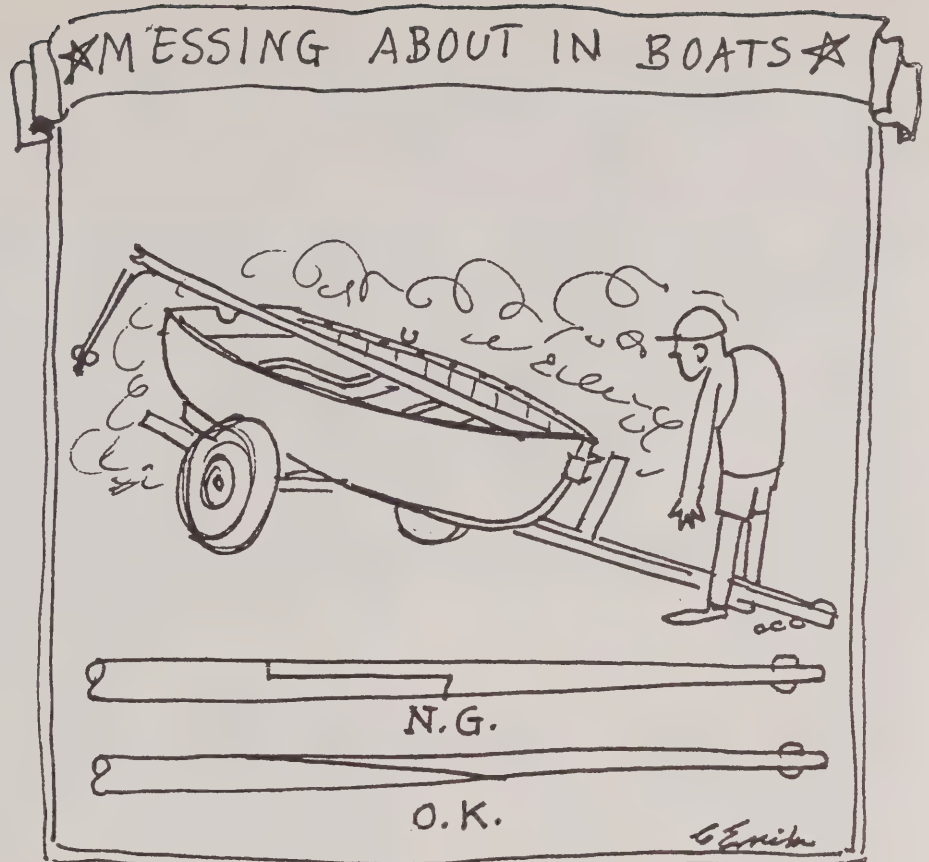
I think she was probably right. Along with the asthma I lived through a stroke and a batch of shingles and now glaucoma is closing in on me. It doesn't kill my love for the salt water and air, though and I do still go fishing every once in a while. Even if I never catch a fish I have had a day out in the sun on the sea.

Report from Lloyd Grimes

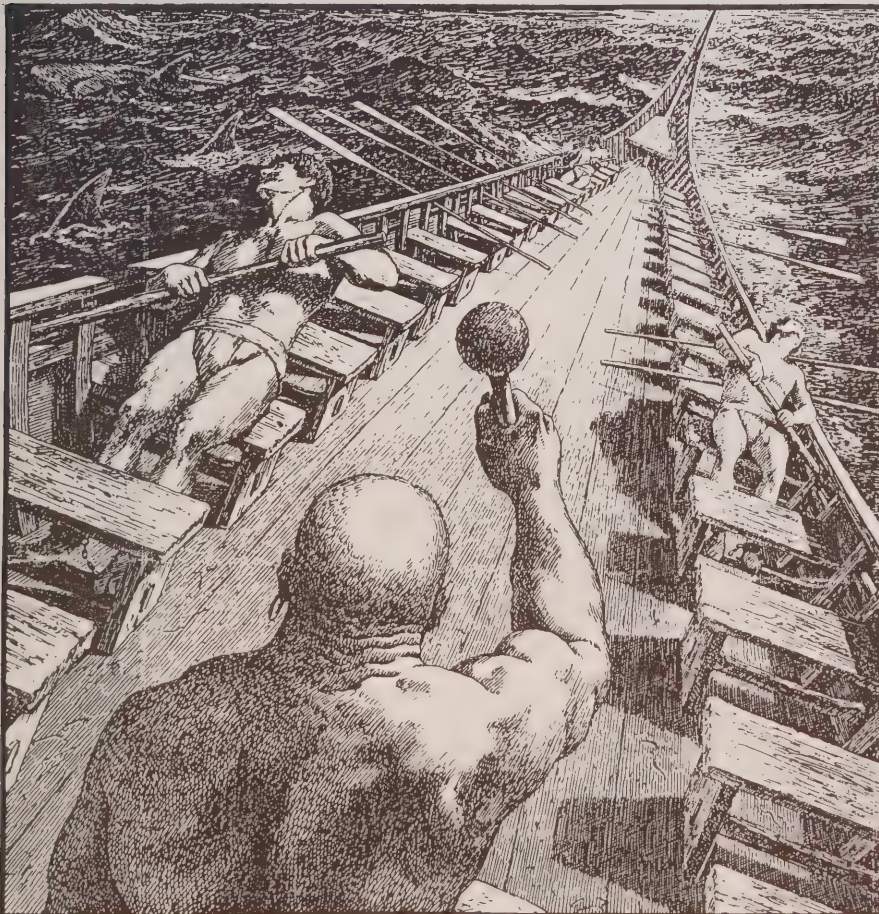
WELL, HOW ABOUT THE TIME . . .

I broke off the mast tip. The boat was on the trailer with plans to launch in Lane's Cove at high tide. The parking area at the cottage was encircled by grape vines. As I swung the trailer around to hitch it on the car I heard a distinct crack. Surely not the mast! Oh yes. The mast, extending out over the stern, had caught in the vines and broke off at the scarf I had just made to lengthen it. Two feet of mast tip hung by the sail track. Pete let me know in no uncertain terms my scarf had been improper. It was repaired his way with a new length of closet pole properly tapered. After launching, I found a mooring spot off the west wall of Lane's Cove. After the first brief sail, I move into my snug mooring and proceeded to secure sails, oars and equipment. In pulling up the centerboard, the wire came right up with the line. The old copper wire had done its job and the board hung helpless. A haul out and new wire installation were the next jobs in what we call "Messing about in boats".

Report & Illustration from Carl Erickson



KIND OF A POOR TURNOUT FOR CREW!



PISCATAQUA WHERRY



14' x 47" hand laid fiberglass with mahogany trim. Workmanship is of traditional yacht high quality standards throughout. Molded from original carvel planked 19th century wherry built and used at the mouth of the Piscataqua River. Well balanced with deep, full length keel. For surprising rowing ease, whether by yourself, with passengers or with cargo. Rugged, sturdy rowing boat ideal for pleasure, sport or good health. Amazing stability with sharp entry to the seas and traditional wine-glass transom.

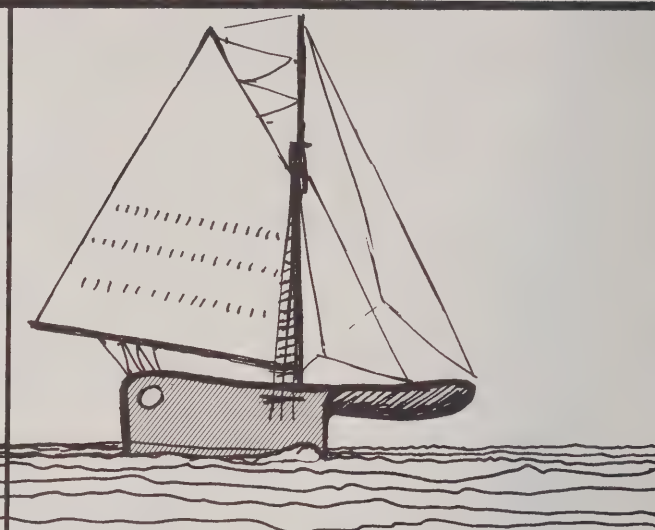
BAY of MAINE BOATS

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KENNEBUNKPORT, ME 04046
(207) 967-4282

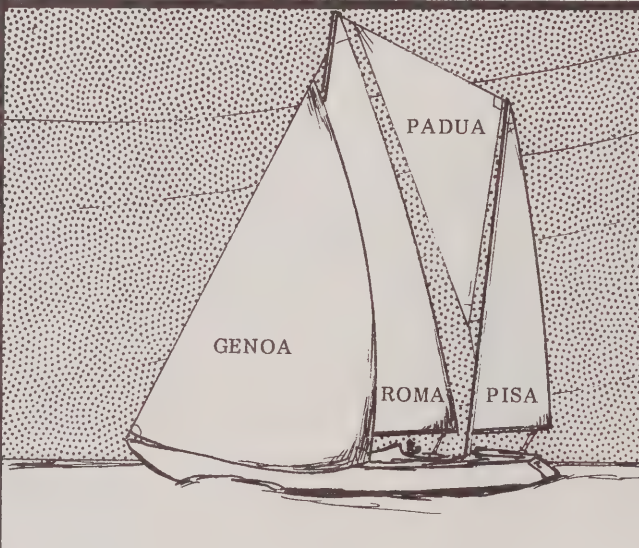
A PRIMER OF SAILBOAT TYPES *by H. Ware*



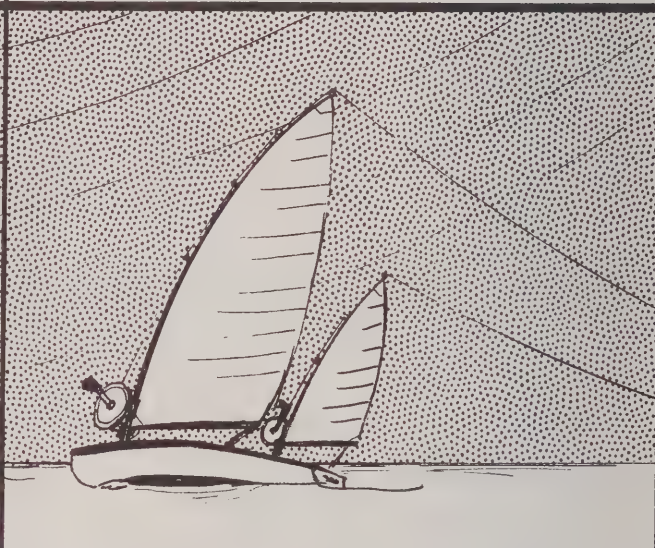
A schooner or two afoaming to windward.



A cutter.



Typical Italian sailboat with sails identified.



A Gary Hoyt designed "yawl ketch any fish" perhaps?



Houseboat. Did George Washington REALLY sloop here?

Boats & Gear & Stuff...



DYNAMITE'S LATEST TACK & TAPE CREATION

The man who brought you "Instant Boats" has another, built and tested last summer. Dynamite Payson has now come out with one of his "tack & tape" plywood craft in catboat form, a 12', 3" x 6' double chine design patterned after the overall concept of the Beetle Cat. As in all of Dynamite's boats, the Tiny Cat is built of plywood and simple lumberyard materials and is glued up with epoxy resin. It requires no lofting or building jig. Pre-diagrammed parts are cut right from the plywood. The three sheets of plans and a dacron sail are available from Dynamite, send \$3 for complete study packet to H.H. Payson & Co., Pleasant Beach Rd., So. Thomaston, ME 04858.

TINY CAT 12'3" x 6'0"

Weight 250 lbs.

Tack and Tape Construction

PLYWOOD: 8 sheets 1/4" x 4' x 8'

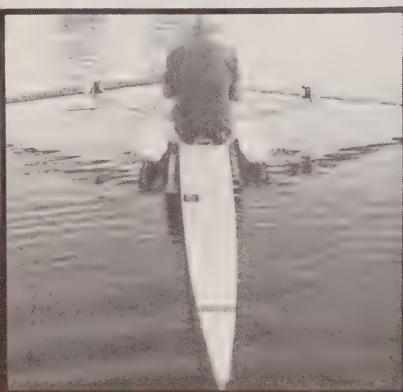
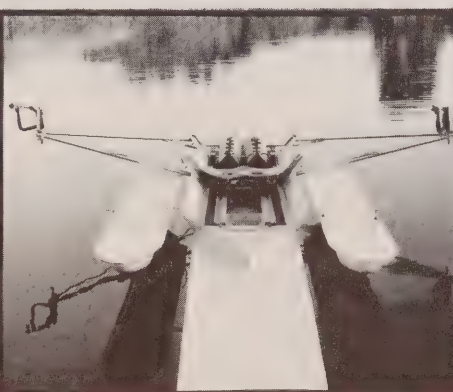
AC or Marine Grade

FIBERGLASS: 2 1/2 lbs 3" Glass

Tape; 2 Gallons of polyester or epoxy resin; 25 yds 38" cloth; 5 lbs Fyllite powder.

PLANS: 3 sheets with building instructions.

SOME SUPPLEMENTARY STABILITY FOR A SHAKY SHELL



Hurka Laboratories of St. Charles, IL has an add-on gadget available for beginners getting into rowing those slender racing shells. Trying to develop a proper stroke while still dealing with the instability of the shell (for the novice) can be difficult and Joseph Hurka developed his Stabilizor to provide just that, some stability. The two pontoons attach with two nuts and two ties, no tools needed. The entire assembly adds 7 pounds to the

shell's weight. It adjusts to up and down positions. In down position it is on the water surface for the novice, in up it provides a sort of safety net if you start to go over, a chance to recover without a swim. This latter facility is useful in late (or early) season outings when an accidental dunking can be more than just a wetting. It also is said to provide added security while rowing in rougher waters. The investment in the Stabilizor is

claimed to obviate the need for first buying a training shell and then later, moving on to the real thing when experience has been achieved.

Well, this is all from the firm's publicity, but it does seem to have some attractions for the beginner. You can find out more by contacting Joseph Hurka at 41W042 Colson Drive in St. Charles, IL 60174.



BAKER BOAT WORKS

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R. H. Baker Plan Book Now Available

New, expanded catalog of more than 50 R. H. Baker designs, \$5.00. For builders or anyone who loves boats. From Baker Boat Works, builders and designers of wooden boats since 1944.

INEXPENSIVE SLIDING SEAT ROWING RIG

Plans with construction notes. Drop-in model for use in canoes, shells, skiffs. Easy modification to suit many boats. Build from readily available materials.

PLANS ONLY \$10!

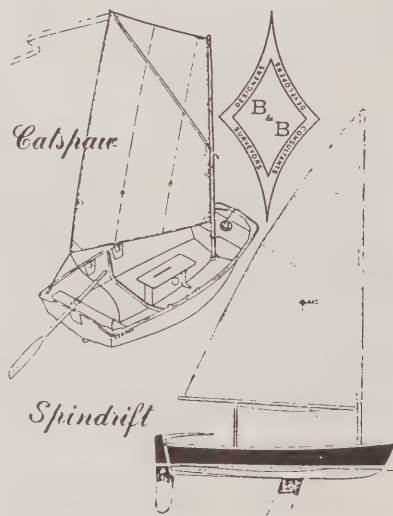
OWEN CECIL

P.O. BOX 584, MANISTEE, MI 49660

INSTANT BOATS

INEXPENSIVE PLANS FOR 16 EASY TO BUILD BOATS FROM 6' TO 31' FOR OAR, SAIL OR MOTOR. NO LOFTING OR BUILDING JIGS REQUIRED. \$3 FOR STUDY PACKET!

H. H. PAYSON & CO.
PLEASANT BEACH WHARF
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ROW-TOW-MOTOR & SAIL.
The finest dinghy/tenders, 6'6"-11'. Easy to build and beautiful. Plans-kits-boats. Study packet \$2. B&B YACHT DESIGNS, Box 206M Vandemere, NC 28587, PH: 919-745-4793.

HEADWATER BOATS



A PORTFOLIO OF DESIGNS by Tracey O'Brien! Includes 10,' daysailer, 10' personal runabout, 14' McKenzie drift boat, 15'6" Fast Punt and the ultralight Headwater Oregon Dory in three sizes. Study package, \$3, PPD, includes 4 page "Composite Chine Construction" monograph.

156 BUNKER CREEK RD., DEPT. M
CHEHALIS, WA 98532



GEODESIC[®] AIROLITE[®] PLANS

GEODESIC AIROLITE BOAT PLANS
NEW! 10' WHITEHALL JR., \$21.95.
CAR-TOPPER 9 DINGHY, \$9.95.
Plans include instruction manual and vendor list.

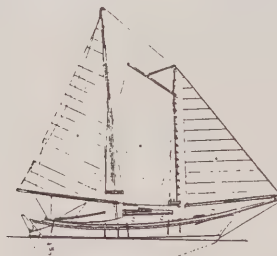
MONFORT ASSOCIATES
BOX 1490MA
WISCASSET, ME 04578

Old Shoe (FOR COMFORTABLE!)

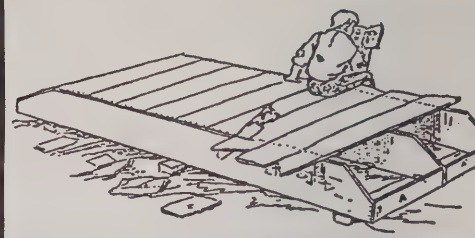


BOLGER'S unbelievable ballast keel 12' daysailer! Info on five boats, including fabulous, popular mini-cruiser, MICRO. \$2 and SASE.

LA ROWE BOAT PLANS
185 AMARILLO ST.
PORT RICKEY, FL 33568

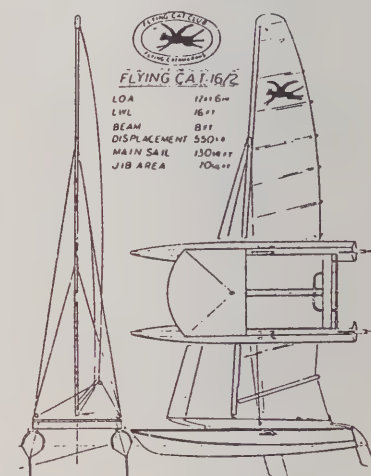


OF COURSE you can build a cruising boat! Stock design catalog for amateur builders, \$6.50. GEORGE BUEHLER, Box 966M, Freeland, Whidbey Island, WA 98249.



Plans

BOAT PLANS, plywood 8' dinghy, \$10; 10' hydroplane, \$25; 14' and 16' daysailer, \$45 each; 18' runabout, planked, \$45. Boat yacht design service by: FRASER ARMS MARINE, Hank DeSteuer, 11839- 75A Ave, Delta, British Columbia, Canada V4C 1J8, PH: 604-591- 6650.



Boat builders wanted for THE FLYING CAT FLEET. Send \$2 for study package or contact: OCEAN-SPACE, 19327 Northampton Dr., Saratoga, CA 95070, PH: 408-252-7445.

Build Your Own Wiscasset Dinghy

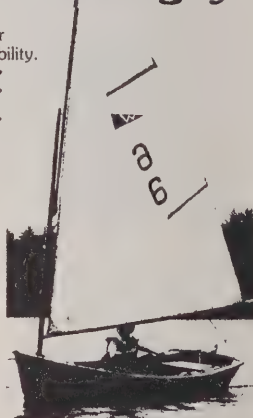
Ideal Trainer/Tender with exceptional stability.

Length: 10'
Beam: 4'6"
Sail area: 55 s.f.

Plywood construction designed for first-time builders.

Complete plans with instructions and materials list \$25 ppd.

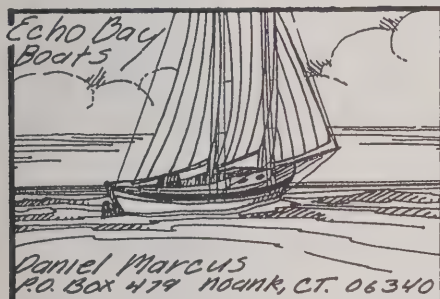
Send check, money order, or Visa/MasterCard holders call (800)232-7684
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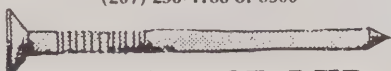
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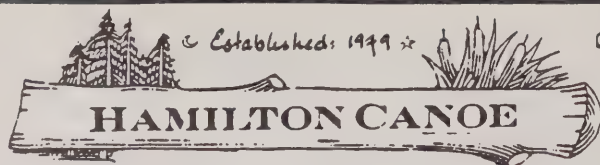
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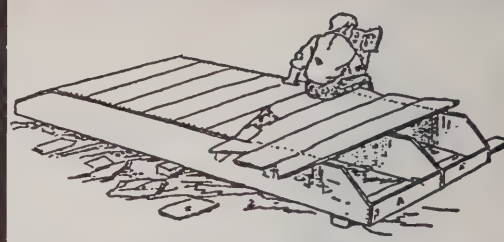
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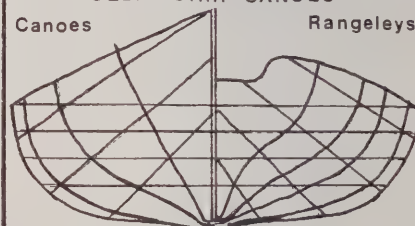
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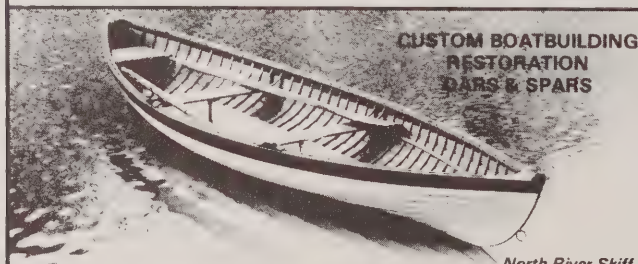
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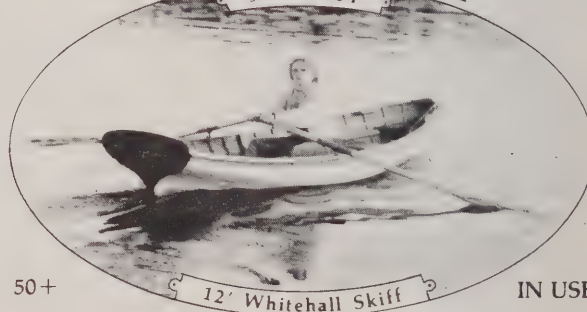
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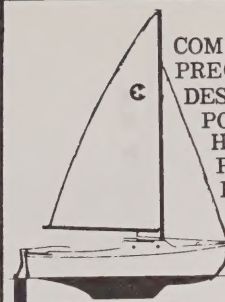


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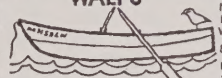
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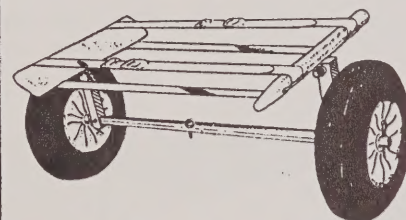


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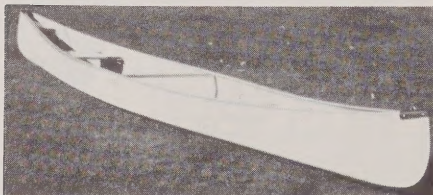
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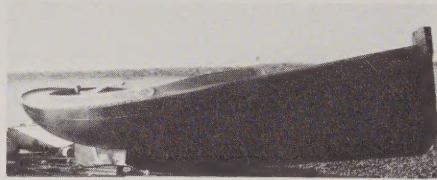
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